

# THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

HQ CAP Chief of Safety, Gary K. Woodsmall – May 03 Edition

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## **Aircraft Accident Rates:**

(Accidents/100,000 flight hours)

CAP FY03 (to date): 1.97

CAP FY02: 7.37

Gen. Aviation FY02: 6.56

AF Aero Clubs FY02: 1.10

**SOS \$\$\$ Up for Grabs in  
Las Vegas – See Below**

**How About Some Cash in Las Vegas? Keep Your Sights on Safety:** At last year's National Board Meeting, General Bowling announced his Sights on Safety (SOS) Program and followed up with a memorandum for all Civil Air Patrol members to emphasize the absolute need for our organization to have the right mind-set about safety. You can review General Bowling's letter at: [http://www.capnhq.gov/nhq/do/dor/Special Interest/special interest.htm](http://www.capnhq.gov/nhq/do/dor/Special%20Interest/special%20interest.htm). The goal is to have safety pervade our lives and be a cornerstone of our culture. General Bowling directed that the SOS program be mandatory for Wings and optional (but encouraged) for Squadrons. Because the Commander's goal was innovative, new approaches to safety, he did not want to provide program guidelines, except that all Wings would have one. To motivate the sharing of these innovative, new approaches, a substantial amount of money has been set aside to reward the best efforts; **\$5,000** to the winning Wing, **\$3,000** to 2<sup>nd</sup> place and **\$2,000** to 3<sup>rd</sup>. For Squadrons that choose to participate, **\$2,000** will go to the winner, **\$1,000** to 2<sup>nd</sup> place and **\$500** to 3<sup>rd</sup>. The grants will be awarded at the August National Board in Las Vegas. Since the National Commander, Vice Commander and Region Commanders must review the packages that describe the initiatives taken by our units across the country, submissions must be post marked by 30 Jun 03. Send a description of the innovative ways that your unit is enhancing CAP safety to:

**Sights On Safety, HQ CAP/SE, 105 S. Hansell St., Maxwell AFB, AL 36112.**

Be creative and share your ideas – it might just win your unit some big cash in Las Vegas!

**NTSB Final Report – Lake City, TN – 10 Aug 02:** The National Transportation Safety Board (NTSB) has completed their investigation of the Tennessee Wing aircraft accident that involved a C-182R that crashed on Cross Mountain, approximately 2.5 miles northwest of Lake City, Tennessee. The airline transport pilot-in-command, airline transport rated certified flight instructor (CFI), and commercial rated pilot passenger were fatally injured and the aircraft was

destroyed while participating in a mountain-flying clinic. The pilots participated in Mountain Fury classroom training before their flight.

A witness stated he and a friend were on Cross Mountain scouting for deer when an airplane flew over their location at a very low altitude just above the trees. The airplane flew into the valley and made about 6 steep turns to the left estimated at about a 45-degree angle of bank. The airplane was so low that he could see the people in the airplane waving at them. The airplane flew back over their location and back into the valley. It was observed making another steep turn to the left before the airplane disappeared from view. They heard the engine go to full power and then heard a sound like trees popping a few seconds later.

The witness description of the aircraft maneuvering resembles the Mountain Fury Emergency Steep Turn Course Reversal. It's important to remember that this is, as the name states, an emergency maneuver. It should only be used to escape from emergency situations such as turning into a narrow valley in which the aircraft cannot out climb the terrain, or when the aircraft has been inadvertently maneuvered to head directly into terrain at very close distance. It should only be practiced at altitude, just like stalls. The Mountain Fury Administrators Guide states a minimum altitude of 2,000' AGL to practice this maneuver. The potential for stalling the aircraft while practicing this maneuver is great. This is because the tightest turn that an aircraft can make in level flight is at a steep bank angle, and is flown at the smallest margin above stall speed that the pilot can safely maintain. Needless to say, this maneuver should not be practiced on your own until you have received dual instruction on it and are trained and proficient in spin recoveries. The National Transportation Safety Board (NTSB) determined the cause of this accident was the pilot's failure to follow procedures pertaining to mountain flying and the pilot's failure to maintain airspeed that resulted in an inadvertent stall and subsequent in-flight collision with trees and terrain. A contributing factor was the CFI's inadequate supervision of the training flight. You can view this final report on the NTSB website at: [http://www.nts.gov/NTSB/brief.asp?ev\\_id=20020816X01413&key=1](http://www.nts.gov/NTSB/brief.asp?ev_id=20020816X01413&key=1)

**101 Critical Days of Summer:** "101 Critical Days" is the historically accident-filled period of time between Memorial Day, 24 May, and Labor Day, 1 September. Summer time, unfortunately, is a time we place ourselves at greatest risk. With long-awaited vacations and weekends filled with CAP activities, we tend to be over-anxious and a little less attentive in our eagerness to enjoy all our carefully planned events. Eagerness and inattention can be a tragic combination. We want the summer of 2003 to be an enjoyable and mishap-free summer, but it requires extra effort from everyone to be especially careful, diligent and safety conscious. Remember, Operational Risk Management (ORM) can work as well at a weekend barbeque as it can at a CAP flight activity. You simply must identify the hazards, assess how risky they are and come up with a plan to minimize or eliminate the risk. So please take the time to examine each situation of each activity and consider the consequences of not making safety a part of every decision.

**Other Suggested Safety Meeting Topics:**

- 101 Critical Days and Summer Safety Crossfeed from across the Air Force: [http://safety.kirtland.af.mil/AFSC/RDBMS/Ground/101\\_2002.htm](http://safety.kirtland.af.mil/AFSC/RDBMS/Ground/101_2002.htm)
- The 2002 AOPA *Nall Report* is available at: [www.aopa.org/asf/publications/02nall.pdf](http://www.aopa.org/asf/publications/02nall.pdf)